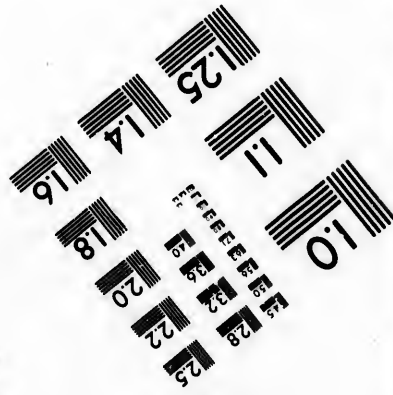
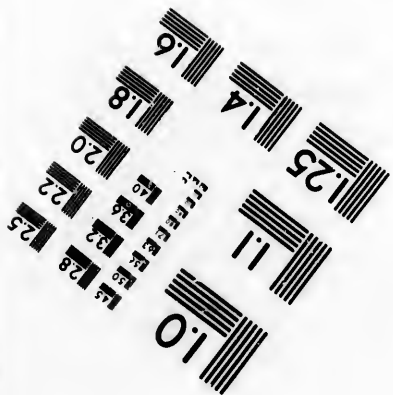
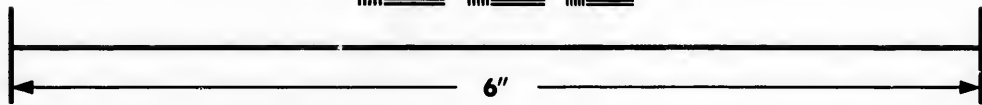
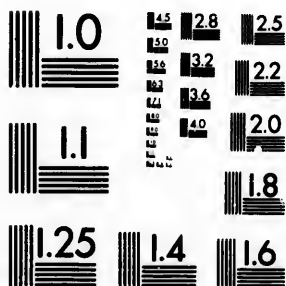


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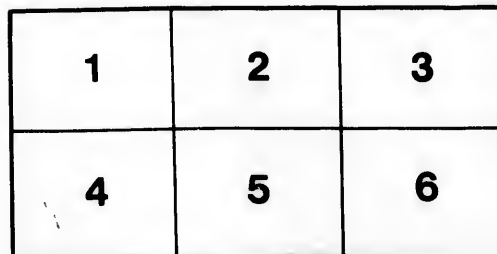
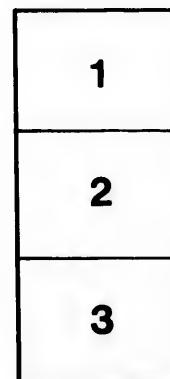
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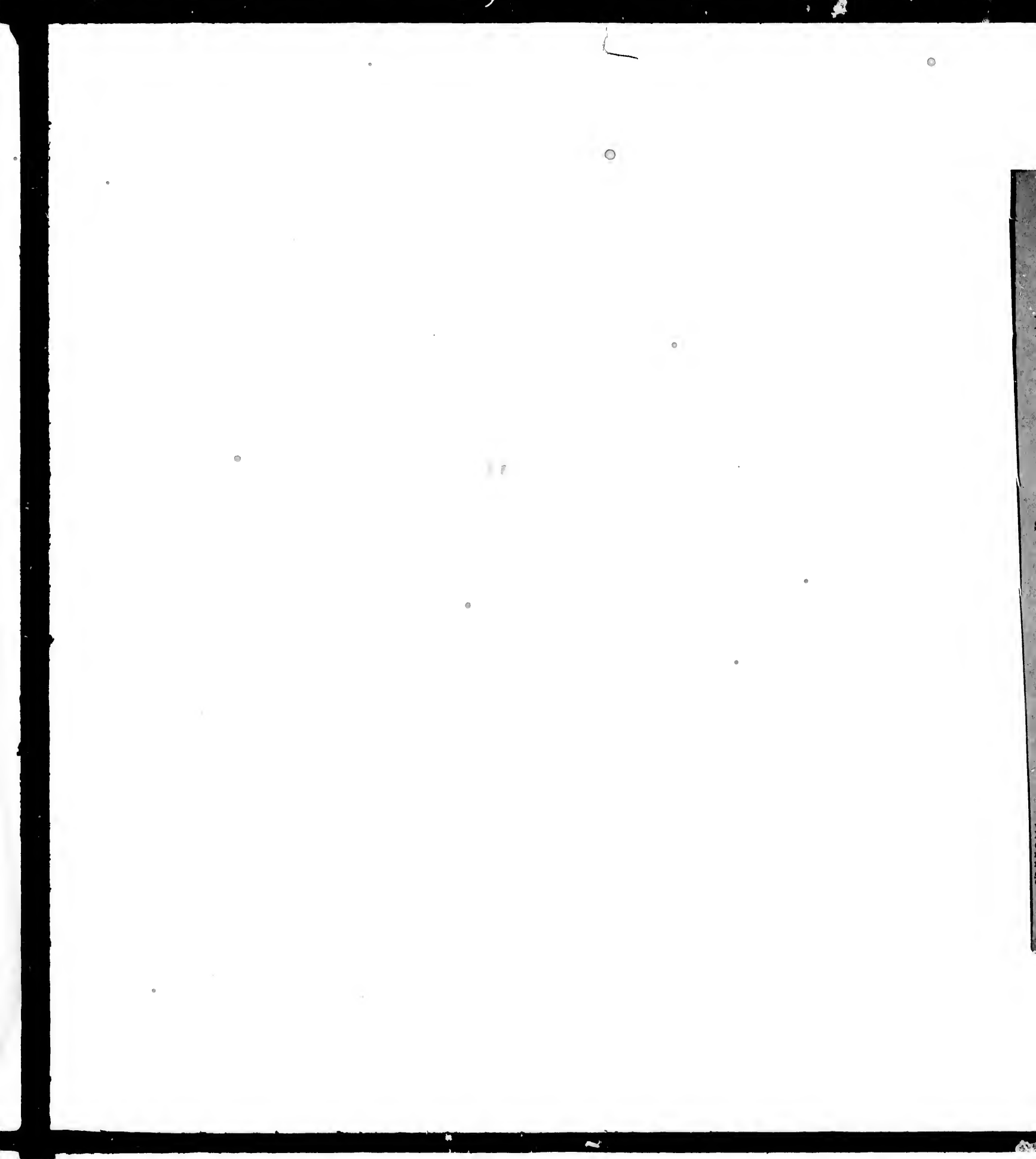
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EXPLANATION AND ANSWER

TO

MR. JOHN BRAITHWAITE'S
SUPPLEMENT

TO

CAPTAIN SIR JOHN ROSS'S NARRATIVE

OF A

SECOND VOYAGE IN THE VICTORY,

IN

SEARCH OF A NORTH-WEST PASSAGE.

BY

SIR JOHN ROSS.

TO THE EDITOR OF "THE TIMES."

SIR,

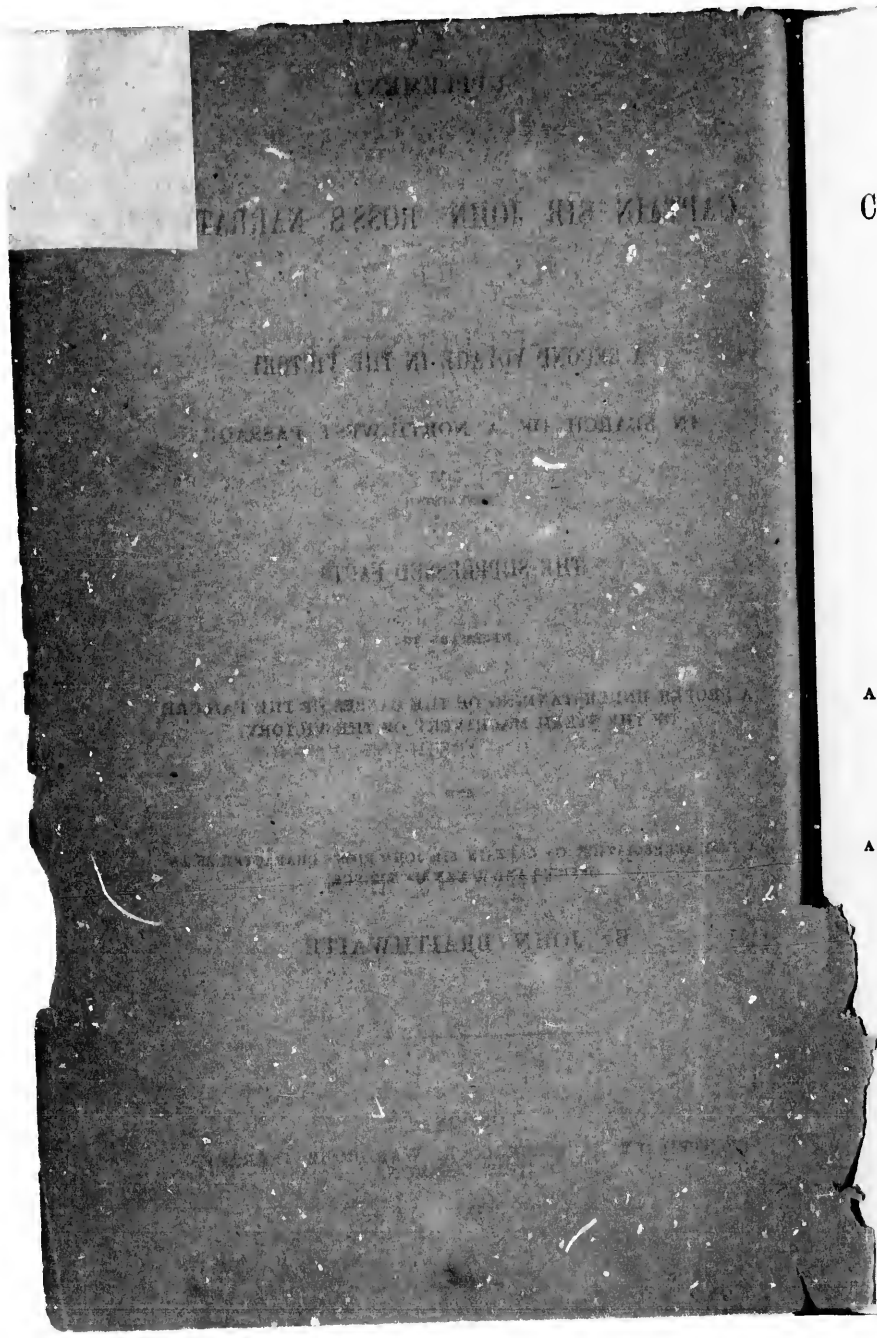
Nov. 13, 1835.

I observe that Mr. John Braithwaite has published a pamphlet which he unwarrantably designates "A Supplement to Captain Sir John Ross's Narrative of his late Voyage," &c., but which is only a supercilious attempt to exculpate himself. As it is not my intention to enter into any controversy, I request, through your widely circulated journal, to acquaint Mr. Braithwaite, my Friends who desire it, and my numerous Subscribers, that they may have, gratis, a complete refutation of every assertion he has made, by applying at the Office for the Publication of my Works, No. 158, Regent Street.

I am, Sir, your obedient Servant,

JOHN ROSS, Captain R.N.

7



THE HISTORY OF THE

REIGN OF KING

CHARLES THE FIRST

BY JOHN

WELLES

LONDON

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SUPPLEMENT

TO

CAPTAIN SIR JOHN ROSS'S NARRATIVE

OF

A SECOND VOYAGE IN THE VICTORY,

IN SEARCH OF A NORTH-WEST PASSAGE,

CONTAINING

THE SUPPRESSED FACTS

NECESSARY TO

A PROPER UNDERSTANDING OF THE CAUSES OF THE FAILURE
OF THE STEAM MACHINERY OF THE VICTORY,

AND

A JUST APPRECIATION OF CAPTAIN SIR JOHN ROSS'S CHARACTER AS AN
OFFICER AND A MAN OF SCIENCE.

By JOHN BRAITHWAITE.

LONDON :

PRINTED BY H. SILVERLOCK, WARDROBE TERRACE,
DOCTORS' COMMONS.

1849.

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PREFATORY NOTICE.

Captain Sir John Ross, the commander of two expeditions in search of a North-West passage, the existence of which he has left as much in doubt as ever, has, in the Narrative of his last voyage, been pleased to lay the chief blame of its failure on the manufacturers of the steam-engines with which his vessel, the *Victory*, was equipped. He has done this, too, in language well calculated, by its boldness and bitterness, to impress his readers with a belief that he has been a prodigious sufferer from the conduct of these parties. Nor is this impression at all likely to be weakened by the reflection that must naturally suggest itself to every one, that Captain Ross's long residence amidst the Polar snows, must have given his fit of indignation (supposing it to be real) more time for cooling down to the sobriety of truth, than usually falls to the lot of offended mortals. Perhaps, too, it may occur to many, who calling to mind how commonly generosity is combined with quickness to resentment in the naval character—gentlemanly courtesy, with sturdy rectitude—that during the eighteen months which elapsed between the return of Captain Ross to England, and the publication of his Narrative, he must, as a matter of course, have made the individuals whose characters were to be seriously affected by his complaints fully acquainted with their nature, and even offered (it would have been no more than fair) to publish along with his charges, any answer or explanation which the accused parties might have to offer. No conclusion, in short, could be more natural under all the circumstances, than that Captain Ross's charges, against the manufacturers of his machinery, were perfectly unanswerable—admitting neither of refutation nor apology.

Yet how wide is all this of the *real* truth! If the reader will but favour the following statement of facts with an attentive perusal, he will see it established beyond all dispute that Messrs. Braithwaite and Ericsson, the parties* alluded to, had no more to do with the failure of Captain Ross's second expedition than with the failure of his first; that no just ground of complaint exists against the makers of the machinery, whatever cause Captain Ross may have to reproach himself for much ignorant and foolish direction in regard to it; that the high tone assumed by the gallant Captain has no better warranty than mere braggart assurance; and that so far from courting an investigation of his charges (as it is to be presumed every honourable man would under similar circumstances have done), he never, from the time of his arrival in England to the day of his Narrative issuing from the press, made the slightest communication to Messrs. Braithwaite and Ericsson on the subject.

London, 1st Oct. 1835.

* Captain Ross speaks throughout his work of "Messrs. Braithwaite and Ericsson" as partnership "manufacturers" of machinery; instead of being simply joint patentees of the boiler used on board the Victory.

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SUPPLEMENT
BY MR. BRAITHWAITE,
TO
CAPTAIN SIR JOHN ROSS'S NARRATIVE.

The circumstances which led me to undertake the building of the engines for the Victory may be very briefly related.

In the years 1827 and 1828, Captain Ericsson and myself patented a new boiler, or steam-generator, of much smaller dimensions, and much lighter than the ordinary steam-boiler, while at the same time it consumed much less fuel.

In September, 1827, Captain Ross was introduced to me by Mr., now Sir Felix Booth, the liberal supporter of the Captain in his schemes of discovery; Captain Ross presented to my notice a work which he had lately published, entitled "Navigation by Steam, applicable to Commerce and Maritime Warfare;" and stated that he had heard, with a good deal of interest, of our new steam-boiler, which he longed very much to inspect. I readily agreed to show it to him, both from the highly respectable introduction to which I was indebted for the honour of the Captain's acquaintance, as well as from the persuasion that a man who had volunteered to enlighten his brother officers in the management of steam-power for maritime purposes, was likely to be beyond all others qualified to appreciate the value of our invention. As yet it had not assumed anything beyond an experimental character; but, such as it was, the Captain had free permission to be present at all our experiments. With the results of these experiments he expressed the highest possible satisfaction. Our boiler, he declared, was "just the thing he wanted," and he gave us to understand that he would certainly

make use of it in a set of experiments on a large scale, which he meant forthwith to institute to prove that steam-power was quite as applicable to ships of war as to merchant vessels.

The reader can readily imagine that after such opinions and professions as these, Captain Ross continued to be a welcome visitor at my manufactory. I reasonably anticipated that through him we had as good an opportunity as could be desired of practically testing the worth of that improvement of which he thought so highly.

Captain Ross at length informed me that he had purchased an old steam-vessel for his intended *experiments*, and that he wished me to fit it with engines upon a novel construction, the details of which he would furnish—the boilers of course to be on our new principle, and to be adapted to high pressure. For reasons of his own, which he never condescended to explain, he said he should like to have three boilers, two of ten horses', and one of twenty horses' power! After much remonstrance I was permitted to construct only two of twenty horses' each. Then as to the engines; the vessel being intended (mark this) for "*war purposes*," the cylinders and engines were required to be placed horizontally, and as near to the bottom of the vessel as practicable, "so as to be out of the reach of shot." The steam, moreover, was not to be allowed to escape into the atmosphere, as is usual in high pressure engines, but to be condensed; and the condensation was not to be effected in the ordinary way now practised in low pressure engines, but by being admitted into small copper tubes, surrounded with cold water constantly changed around them by means of appropriate force-pumps. The water produced by this condensing process was, by another pump, to be forced back into the boiler, and as some loss of water could not be avoided, some means were to be contrived of forcing into the boiler an extra quantity of water to make up the deficiency. The reader will, I have little doubt, think this a very complicated contrivance; I confess so did I, but in

experimenting, complication is seldom regarded, since the intention is merely to ascertain facts and results for guidance in practice. Whilst speaking of the complicated nature of the experimental Victory's machinery, I must not omit to mention, that as the new boiler required a much more powerful draught than that produced by a chimney, we had recourse to artificial means to produce it, and the best mode that suggested itself at this early period of the invention was the use of bellows. Of course bellows constantly worked will soon wear and require repair; I mention this particularly, as those who have read Captain Ross's Narrative may remember that he has expressed himself very angrily at having had to mend his bellows!

When the working drawings of this complicated machinery were all completed, and the work far advanced, I began to feel some anxiety about the paddles, and accordingly spoke to Captain Ross respecting them; but of what description they were to be, was, it seemed, *a secret* which could not then be divulged. A new sort of paddle-wheel was to be used, but that was the full extent of the information that could as yet be intrusted to me. But although the nature of the paddle-wheel itself could not be disclosed, it became imperative that we should know the precise point at which the paddle-shaft was to pass through the side of the vessel. This point was accordingly marked out by Captain Ross, when it became evident that the intention was not to attach the paddle-wheels to the main shaft of the engines—the latter being placed much nearer to the bottom of the vessel than the point so marked out; and that gear-work, that is cog-wheels, would therefore be required to communicate the power of the engines to the paddle-wheel shaft. What was complicated before, was thus rendered still more so. Of the new paddle-wheels themselves, which at length became revealed, more presently.

As the completion of the engines proceeded, the Victory underwent a material alteration; she was lined all over, raised

about five feet, and paddle-boxes of huge dimensions erected. Captain Ross, when questioned as to the necessity for timber of such unusual dimensions, gravely informed us, that it was his intention to make that part "shot-proof." The deception had been so ably maintained, that there was but little occasion for this fresh falsehood to mislead us. Not content with all this, however, Captain Ross absolutely went so far as to tell us that he was "going to fire *red-hot shot!*" and that he should require furnaces for the purpose." When I add that we actually proceeded to plan such furnaces, the reader will be convinced that Captain Ross must have performed his part of mystification to perfection. And what was the object of all this miserable deception? Merely to prevent two persons in whom he was bound to place some confidence (and in whom he might have confided entirely) from knowing a few weeks sooner, that he was again in search of a North-West Passage!

Had Captain Ross only from the commencement confided in Captain Ericsson and myself and spoken the truth—had he but informed us of his real intentions—we should have proposed to construct machinery for him in which *simplicity and certainty of performance* would have taken precedence of every other consideration. But as it was, there was but little left to our judgment or discretion; we had but to execute the orders of our employer, such as they were.

It was to Captain Ross's (not our) unskilful introduction of spur-gear to transmit the action of the engine to the paddle-wheels, that all the stoppages of which Captain Ross complains so much in his Narrative were entirely owing. They arose from the giving way of the coupling-keys of the main shaft. Each engine (witness all the Clyde boats and many others with single engines) would have worked quite as well by itself as if coupled with the other. I do not mean to say that the spur-gear, even as it was, would have prevented each engine from working singly, but still its introduction had the effect of making our would-be sailor-

engineer believe that it was necessary to stop both engines on every occasion of the coupling-keys giving way, in order to patch up or "make new keys" while he might have kept his engines steadily going in spite of the much-bewailed, though really insignificant, breakages. Sure I am, that there is not a stoker in any of his Majesty's steam-ships to whom the idea of working the engines singly would not have suggested itself.

To return to the fitting up the machinery for the Victory. The period at length arrived, which disclosed the principle of the new paddle-wheel. The paddle-boxes were also completed, which were destined to cover, or rather to *confine* them; and a more perfect specimen of ignorance of the laws which ought to be followed in the construction of bodies intended to move through water than these said paddle-boxes displayed, cannot well be conceived. Let the reader imagine to himself two square boxes, one on each side of the vessel, the wall or perpendicular sides extending downwards and terminating abruptly towards the water-line; the ends also reaching down to the water, but sloping off gradually towards the side of the vessel; the whole so very *judiciously* contrived as to make the free ingress and egress of water from the boxes impossible! It becomes almost necessary to repeat that these boxes were actually intended to contain the *paddle-wheels*.

The engines being at last fixed and the paddle-wheels attached, the entire machinery was started, but while the vessel, be it observed, yet remained in the dry dock. Everything on this first trial went off well; the paddles in particular, as they had the air only to beat, worked beautifully, to the no small delight and exultation of Captain Ross. No sooner was this preliminary trial over, than numbers of distinguished persons were invited by Captain Ross to view the machinery, to the great inconvenience of the workmen employed in finishing it off. And here I may be allowed to remind Captain Ross of the praise which he

uniformly bestowed upon the superiority of *the workmanship* of the engines, as also on *the individual* to whom he modestly reserved all the credit of *contrivance*.

As the vessel had not as yet left the dry dock, we could not form any correct opinion of the operation of the paddle-wheels, but our worst fears were realized the moment the vessel was afloat. In the first place, she drew *three feet* more water than Captain Ross had calculated upon, or rather anticipated; for Captain Ross seems to have regarded all *calculation* as extremely superfluous in the getting up of this remarkable steam-ship. When the most necessary stores and a moderate supply of fuel had been taken on board, the vessel was so far brought down in the water, as to leave but one foot between the paddle-shaft and the water-line! Still this circumstance appeared to give no concern to Captain Ross; nay, to our great surprise, he distinctly declared that he did not expect and did not believe this deep immersion of the paddle-wheels would in the least influence the working of the engines or affect the speed of the vessel! We tried to reason him out of this preposterous notion, but he stubbornly defended it on the ground of the "peculiarity of the construction of the new paddle-wheel."

I will now state what constituted this peculiarity of construction:—The floats or paddle-boards, instead of being as usual, placed parallel with the paddle-shaft, were, in the new wheel, placed at an angle of forty-five degrees to it; but as before, each end of the float was at an equal distance from the centre line of the shaft, performing equal circles during the revolution of the wheel. The only difference then between the action of this paddle-wheel and that of the common one was this:—that in the wheel used by Captain Ross, the one end of the float entered the water before the other, whereas in the common paddle-wheel the whole length of the float enters at once. I must, at the same time, not omit to state that the length of the angular float should be greater than the length of the ordinary float to produce an

equal resistance; forty-five degrees being the deviation from the parallel line, it follows that supposing the angular floats used by Captain Ross to have been eight feet long, they would not have produced any more resistance than floats five feet eight inches long placed in the ordinary or approved manner. As far as regards immersion, however, I feel convinced there is no one who ever reflected on the subject, except, perhaps, the author of "Navigation by Steam, applicable to Commerce and Maritime Warfare," who will not admit that there is no difference whatever between the common paddle-wheel and the one to which Captain Ross attributed properties at variance with the most simple physical laws—laws well understood even by those who have *no pretensions* to be thought scientific. Accordingly the immersion which is most effective for the former of these wheels is also most effective for the latter; and common sense and practice unite to assure us that to *plunge the wheel into the water nearly to its axis* (although in conformity with Captain Ross's hydraulic doctrines) is a degree of immersion altogether absurd.

Previously to detailing the progress of the experiments or entering into any calculations to prove this all-important point, *the want of speed*, it is necessary to state that, before we commenced the construction of the engines, a written contract was entered into with Captain Ross, which contained the following stipulations—viz. that the cylinders should be sixteen inches in diameter, with thirty inches stroke, and the speed of the engines from thirty-five to forty revolutions per minute (this of course meant that the boilers should be capable of supplying steam at that rate), and the pressure to be equal to forty-five pounds per square inch. Now, that Captain Ross, a writer upon steam navigation, should not possess knowledge enough to be able to proportion his paddle-wheels and floats to cylinders of the dimensions and worked under the pressure specified, never entered our minds. Indeed, it was no business of our's to inquire about

the fitness of the relative proportions, since we were not permitted to know the form of the paddle-wheels, much less their dimensions or intended immersion in the water. We followed the proportions laid down by Captain Ross, and specified in the contract, and the blame of whatever error there may have been in them, attaches entirely to *him*, not to us. That the cylinders actually were of sufficient dimensions had the paddle-wheels been properly applied, I will prove hereafter.

I have stated that the vessel, when afloat with some of her stores, was so deeply immersed as to leave a space of only one foot between the paddle-shaft and the water-line, the paddle-wheels being thus nearly half immersed in the water. I will now proceed to relate the result of our first trial with the Victory afloat, and fast to her moorings. On starting the engines it was soon evident that although the extreme diameter of the paddle-wheels was only eleven feet six inches, the utmost speed which could be obtained was sixteen revolutions per minute, averaging even under fifteen. But what was far more discouraging, was the trifling tension on the hawser which held the vessel to her moorings, and which could not have escaped an experienced eye. This was, in itself, a conclusive proof that the paddles were too deeply immersed in the water, besides being boxed up in such a manner as to prevent a free current to and from the wheels. A few figures will readily satisfy the reader what the tension on the hawser ought to have been, and that the power of the engines was positively *wasted*, instead of being employed to *urge the vessel forward*.

The diameter of the cylinders, as stated, was sixteen inches, pressure forty-five pounds to the square-inch; but the steam being shut off before the termination of the stroke, the effective pressure was thirty pounds to the square inch. Now, sixteen inches diameter gives a surface of 201 square inches, which, multiplied by the pressure (thirty pounds), produces upwards of six thousand pounds, being the actual

force of the piston; for each revolution of the engine the piston moved through a space of twice two feet six inches, that is five feet; but during the same period the centre of the paddle-board (being two feet deep) moved through a circle of precisely thirty feet, hence 5-30ths of six thousand pounds, that is one thousand pounds will be the force which urges the wheel round, and this force would, with the common paddle-wheel properly trimmed or immersed, be the force, or nearly so, with which the vessel is urged forward. There being *two* cylinders and *two* wheels, it follows that the tension on the hawser before-mentioned, ought to have been two thousand pounds, a force sufficient to have produced a speed of eight miles an hour. It may be proper to add for the information of those of my readers who are not familiar with the subject of steam machinery, that two thousand pounds is exactly the force with which an ordinary marine engine of forty horses' power is calculated to urge round the wheels, that is supposing this force to be applied in the circle which passes through the centre of the floats.

If any further proofs were wanting to show the bungling inefficiency of the method in which Captain Ross had applied his paddle-wheels, it is this fact,—that when the Victory was cast off her moorings and got under weigh *the wheels moved no faster than before* (Captain Ross states in his Narrative that he could not exceed fourteen revolutions); now, in every other steam-boat, when in full motion, the paddle-wheels always move with *double* the velocity to what they do when the vessel is moored or stationary.

Captain Ross, however reluctant he may feel, or might have felt to enter into any calculation or reasoning to trace the causes of this unusual result, cannot, it is presumed, deny that there must have been something radically defective in the application of his paddle-wheels. I tell him now, as I did at the time (to say nothing of the highly improper and clumsy construction of his paddle-boxes), that they were too

deeply immersed, and that the power of his engines was wasted in consequence.

One need not be a profound philosopher to comprehend that in Captain Ross's wheel, immersed nearly to its axis, every float in entering the water, must, in its endeavour to depress it, have met with just as much resistance when placed in the vertical position as it encountered in urging the water along in a horizontal direction; hence, in every position, these floats would absorb an equal quantity of the moving force; but I would ask, could these floats in entering the water with a nearly perpendicular movement, dipping into it "broadside foremost," urge the vessel forward? Assuredly not, they could only tend to lift the vessel in entering and to depress it in leaving the water, thereby absorbing force without propelling.

Enough, I trust, has been said to convince the reader that Captain Ross's paddle-wheel, immersed as it was nearly to the axis, and confined in a box which totally prevented a free ingress and egress of the current, could not give any great speed to his vessel, but that it possessed to perfection the property of absorbing or wasting the power of the engines.

It would be tedious to pursue this subject any further, otherwise I could easily prove that not only did the very deep immersion of the floats of Captain Ross's paddle-wheel absorb the power of the engines, but that it positively retarded the progress of the vessel. The reasons will be obvious to every one who will take the trouble to compare the direction in which a float of a wheel immersed to its axis moves when entering and leaving the water, with the direction in which the vessel moves.

Captain Ross asserts that the cylinders of the engine were not large enough for the power I had contracted to furnish. Now to show the groundlessness of this charge, I must remind the reader that Captain Ross, in drawing up the contract, desired that the cylinders and engines should be

proportioned for a speed of from thirty-five to forty revolutions per minute. I will, therefore, form my calculations on the lesser number, that being in the Captain's favour.

Two engines of twenty-horses' power each, it will be recollected, were to be provided; I have already explained that the effective pressure of the steam was thirty pounds to the square inch, and the superficial measurement of the piston was 201 square inches; 201 times 30=6030 pounds moving force of piston; stroke, two feet six inches, that is five feet space moved through each revolution, which at thirty-five revolutions per minute is equal to 175 feet space through which the piston moved every minute; the moving force as stated, being 6030 pounds multiplied by 175, produces a force equal to 1,055,250 pounds raised one foot high; this sum being divided by 33,000 pounds (which is the number of pounds which the power of a horse is capable of raising one foot high in one minute) it will be seen that $31\frac{7}{10}$ horses' power is the absolute force of each engine, although only twenty horses' power was contracted for; this mode of calculating is that adopted by all the world, and, moreover, Captain Ross, in his work on "Steam Navigation" before alluded to, lays down the very same rule for estimating the power of an engine.

Having thus proved that Captain Ross's own short-sighted policy, to use no harsher term, his own crude notions and ill-digested plans, were the sole causes of the ill success of the experimental machinery in his steam-ship the Victory—which ill success he has so wantonly and erroneously ascribed to the manufacturers, I will now advert a little more particularly to each distinct charge which Captain Ross has thought fit to bring against us.

First—The machinery is designated as being "*execrable*." Execrable, indeed, was the idea of employing nothing but new and untried machinery, and complicated to boot; and still more execrable the expedient of telling the makers of the engines, that they were intended to

propel a vessel constructed for "war purposes." That the *workmanship of the machinery* itself was defective is utterly false. Every pains was taken to make the engines as perfect as possible. Neither trouble nor expense was spared; every one, too, thought well of them, as hundreds can attest, who inspected them while in progress and when fixed in the vessel; even Captain Ross himself was full of their praise.

Second—Captain Ericsson and myself are charged with "*gross negligence*," but in such general terms that we are left in the dark as to the points of our conduct which we have under this head to defend. Did our negligence consist in passing many whole nights on board his vessel after we knew its destination, and the season was far advanced, in order to forward the completion of the work, and redeem, as far as lay in our power, the baneful effects of the wanton deception he had practised at the commencement? Or in our keeping constantly, even during the night, a great number of men at work till the Victory was ready for sea?

Third—"The giving way of the coupling-keys of the main shaft," about which Captain Ross has made so much noise, and which it appears caused so many delays and so much loss of valuable time. Having before adverted, at some length, to this subject, I will only here remark that Captain Ross, instead of stopping his engines, should have continued to work them, caring nothing for the imaginary disaster, for each engine would have worked by itself, and this Captain Ross, with all his self-sufficiency, ought to have known. There might have been some clattering noise in the cog-wheels, but its worst result would have been to remind him of his folly in introducing these cog-wheels at all, for had there been no such wheels, the working each engine separately might have been attended with great benefit when amongst the ice. By slacking or stopping the one, and keeping up, at the same time, full speed with the other, he would have been enabled to perform many most serviceable

evolutions amidst the flocs and icebergs with which he was beset.

Fourth—*The external leakage of the boiler.*—Every high-pressure boiler leaks more or less until worked for some time, when the leaks (to use a technical expression) “take up.” Now, as Captain Ross worked with distilled water, and there was thus an absence of all sediment, a much greater time than usual would naturally elapse before the leaks, in this case, could “take up.” The *malt-dust* confounded by Captain Ross, with “dung and potatoes,” which he was told to put into the boilers, should have been repeated three or four times, which would have rendered the water, in some degree, mucilaginous, and caused the leaks to “take up” much sooner.

As to the workmanship of the boilers, it was of the first-rate description, and everything that could be done, was done to ensure their soundness. They were even tried under a pressure of one hundred pounds to the square inch, to prove they could be depended upon.

Fifth—*The internal leakage of the boilers.*—Captain Ross having candidly stated, to his readers, that the leak inside the boiler was occasioned by the flue-pipe having been pressed flat, I will dispose of this charge simply by stating, that this misfortune could not have taken place but for the tube being allowed to get red-hot through the neglect of those who ought to have attended to the height of the water in the boiler. The numerous holes spoken of were the necessary consequence of the neglect which suffered the tube to get red hot.

Sixth—*The wearing of the bellows.*” I have before explained this matter to the reader, and to save repetition I will only state that Captain Ross knew perfectly well before he ordered the engines, that bellows became indispensable to produce the requisite draught. Indeed, this formed, in the estimation of Captain Ross, one of the best features of the entire arrangement. That bellows constantly worked

are not very lasting, Captain Ross ought to have known, and provided himself accordingly.

Seventh—“*The cylinders not of sufficient size.*” The falsity of this assertion I have so fully proved, that nothing further need be said except to remind the reader that instead of twenty horses' power contracted for by Captain Ross, the cylinders were sufficiently large to produce upwards of thirty horses' power each when worked at the speed determined by Captain Ross himself, as the basis upon which the cylinders were calculated and proportioned.

Eighth—*Want of speed in the ship.* For this Captain Ross has himself alone to blame; it was assuredly no fault of Messrs. Braithwaite and Ericsson that the Victory drew three feet more water than it should have done consistently with the position of the paddle-wheels. That the vessel was *impeded and the power of the engines absorbed by the too deep immersion of the paddle-wheels* as well as the too-confined construction of the paddle-boxes, is a fact so indisputable that nobody with less effrontery than Captain Ross would attempt to deny it.

Having thus explained for what *purpose* the machinery of the Victory was from the *commencement* constructed, as well as the origin of the peculiarities and errors in that construction, and having disproved the statement put forth by Captain Ross, which attributes to Captain Ericsson and myself the failure of his last enterprise, I will now take a summary review of the conduct of Captain Ross, by which the reader at one glance will see the true position of the gallant Captain.

Captain Ross deceived us as to the *real object* of the machinery which he instructed us to make.

He positively ordered us to place the engines *under the water-line* to be out of the reach of shot. He told us that he wanted to try the experiment of condensing the steam in tubes, and to use the same water over and over again; for which purpose we made him a condensing apparatus (*never before tried*) according to his own directions.

We received orders to supply him with our patent steam-boiler, which, though it promised well, was never before used for any *practical purpose*.

Captain Ross refused to acquaint us with the nature of the paddles he was going to use, and thus concealed from us a material circumstance to be taken into account in proportioning the size of the cylinders, for which the only instruction given was that the engines should make from thirty-five to forty strokes per minute.

Without being at all consulted whether the introduction of cog-wheels was advisable or not, we received orders to make such wheels for communicating the power of the engines to the paddle-wheels. Determined not to call in *our* assistance to aid him in his calculations touching the proper height of the paddle-wheels, &c., that part forming a particular hobby of his own, Captain Ross committed errors to such an extent that the paddle-wheels became immersed nearly to their axis, whereby undue resistance was opposed to the engines and the propelling power of the paddles destroyed.

Besides his discreditable miscalculation of the floatation of his vessel he plunged his otherwise ill-constructed paddle-boxes so deeply in the water as to present an insurmountable obstacle to the attainment of any considerable speed.

Having related the instructions given to us by Captain Ross, and shown the part he took in the construction of the machinery intended to propel the Victory, I confidently appeal to the whole world whether Captain Ross has not calumniated the makers of his engines in ascribing to them the failure of his steam-ship; and whether it be not the fact that Captain Ross has slandered them, in order to divert attention from his own errors, his own blunders, and from the disgraceful ignorance and incompetency in which all these errors and blunders originated?

EXPLANATION AND ANSWER

TO

MR. JOHN BRAITHWAITE'S
SUPPLEMENT

TO

CAPTAIN SIR JOHN ROSS'S NARRATIVE

OF A

SECOND VOYAGE IN THE VICTORY,

IN

SEARCH OF A NORTH-WEST PASSAGE.

BY

SIR JOHN ROSS.

TO THE EDITOR OF "THE TIMES."

SIR, I observe that Mr. John Braithwaite has published a pamphlet which he unwarrantably designates "A Supplement to Captain Sir John Ross's Narrative of his late Voyage," &c., but which is only a supercilious attempt to exculpate himself. As it is not my intention to enter into any controversy, I request, through your widely circulated journal, to acquaint Mr. Braithwaite, my Friends who desire it, and my numerous Subscribers, that they may have, *gratis*, a complete refutation of every assertion he has made, by applying at the Office for the Publication of my Works, No. 166, Regent Street.

Nov. 13, 1835.

I am, Sir, your obedient Servant,
JOHN ROSS, Captain R.N.

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EXPLANATION AND ANSWER

TO

MR. BRAITHWAITE'S SUPPLEMENT.

I CONFESS it is with reluctance I recur to the subject of the Steam Machinery supplied to me by Messrs. Braithwaite and Ericsson; not that I find any difficulty in refuting every assertion made by the former, in his supercilious attempt to make it appear that the failure of the machinery which he supplied to me was not to be attributed to him; but because it is painful to me to be forced to expose the disreputable practices resorted to by those in trade, who had acquired a fair character, and had thereby induced unsuspecting individuals to put confidence in their integrity.

The feelings of contempt which Mr. Braithwaite's "Prefatory Notice" have naturally excited are not unmixed with pity, because it is lamentable to perceive a tradesman, even of the second class, descending to such unbecoming language as Mr. Braithwaite has made use of, while it is to me a source of regret that he should have taken offence at what I was bound to relate in justice to myself; but more especially to prove that steam, which I still firmly believe ought to be employed in the Arctic regions, had not, on the late occasion, a fair trial; and it will be seen that the facts which I then thought unnecessary to publish, or which I then suppressed out of kindness to the manufacturer, will not ameliorate his case; and if Mr. Braithwaite is offended at my want of courtesy, I can only assure him that he would have been still more so, had I made that communication which he seems to think he had a right to expect.

Mr. Braithwaite begins by giving a partial account of my introduction to him; I say *partial*, because he has omitted to state what I told him at the first interview, namely, that I wanted steam machinery for a particular service; and his reply was, that the boiler on his principle, which he showed me then at work, was *fully tried*, and fit for *any service*; on which I told him, that if his inven-

tion was good, the test to which it would be put must fully establish its efficiency, but if not, the reverse would be the effect. The conversation alluded to, respecting "war purposes," took place long subsequent to our first interview, and was in consequence of my having presented him with a copy of my publication on the subject, and was always mentioned as a secondary object, which it really was; nor did Mr. Braithwaite ever require to know what the Victory was intended for, or seem to care anything about it. The secret of the expedition was kept solely at the desire of Sir Felix Booth, and there can be no doubt that if his boilers had been made of good materials in a "substantial and workmanlike manner," it would have been immaterial for what service they were wanted; and the fact that more than one-half of the boilers was actually above the water-line, when fixed on board, is sufficient to prove that they were not required to be below it.

I have now arrived at a point at which I must disclose a fact, that, I am grieved to say, may entail discredit on the individual, if not on the profession he belongs to. It was agreed, in the presence of Sir Felix Booth and Mr. Thom, that a contract should be drawn out for *copper boilers* and machinery to be furnished by Mr. Braithwaite to me for a stipulated sum. On the following day, when the deed was to be executed, it was discovered by me that Mr. Braithwaite, in copying the original sketch, had left out the word *copper*, and on my mentioning this, Mr. Braithwaite said, "There is no occasion to write it out again on that account, as none but copper boilers shall ever go out of our manufactory." Witnesses to this being present, I did not insist on it. In vain did I go to the manufactory to learn how the *copper boilers* came on, but the answer was, "they are a-making in the country." At last two *iron boilers* arrived from Birmingham! and when I complained of their being iron instead of copper, the reply was "They were not made at our manufactory, neither was copper stipulated in the contract!" I was indeed mortified at the discovery, but could only blame myself for putting confidence in the unworthy manufacturer. It was then too late, the season was too far advanced to have new ones made of copper, and hoping that the iron material was good, I put up with the *imposition*. Mr. Braithwaite is under a mistake when he asserts, that I purchased an old steam-vessel, and wished him to fit engines on a novel construction, &c. The contract with him was made and executed before I left London to look for a

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steam-vessel to fit *his*, not *my* construction of machinery. The contract was signed on the 9th of October, and it was not until the 2nd of November, 1828, that I returned to London, having purchased the Victory at Liverpool fourteen days before, and fitted her there with Mr. Robertson's paddles, in order to try their efficacy. The old engines being removed, Messrs. Braithwaite and Ericsson came on board on the 18th current, and inspected the Victory, when they highly approved of her, having found in her engine-room more space than was required for their machinery; and although the exact construction of the paddle-wheels was not told to them, because the ingenious inventor had not then secured his patent, it was fully explained that they were to be hoisted out of the water at pleasure, to which they made no objection. I must now declare, that neither the unwarrantable alterations in the boilers, engines, condensing apparatus, or any part of the machinery, were ever done at my request, and that every assertion made by Mr. Braithwaite to that effect is incorrect. With regard to the coupling keys, Mr. Braithwaite must be labouring under a want of recollection, when he says that their breakage was insignificant; for when that happened, the engine and paddle-shafts were completely unconnected, and consequently useless; but I am ready to admit that the engine might have worked if it had no paddle-wheel to turn, which was actually the case whenever the key broke. The next pages are chiefly occupied by a laboured but erroneous disquisition on the paddle-wheels, by which he makes his last struggle, in an attempt to show that it was owing to those that the failure took place. It is, fortunately, quite unnecessary for me to follow Mr. Braithwaite through his tedious categories, although they could all be refuted, in order to convince the public of the consummate folly and fallacy of his assertions; for I have only to state the undeniable fact, that the paddle-wheels on Mr. Robertson's plan were immersed within one foot of the axis, on the voyage from Liverpool to London, and did actually impel the Victory at the rate of eight to nine miles per hour, when she had a common single engine of only thirty horse power. For the express purpose of trying whether paddles on that construction would impel the vessel when deeply immersed, she was loaded and brought down in the water by putting an extra quantity of coals on her deck, after her hold was full, when the axis of the paddle-wheels was within less than one foot of the water; that the vessel was then made fast to the quay at Liverpool,

and the engine then on board her, made the paddles steadily perform no less than thirty-three revolutions in one minute for more than an hour; that on the same voyage the Victory beat her sister vessel, the Harriett, which (when she had the old paddles) used to beat the Victory, and that she passed the Dublin Steam Packet, which happened to sail at the same time, making her passage entirely by steam in four days from Liverpool to London with the above-mentioned paddles. That subsequently, when the new paddles were fitted, Messrs. Braithwaite and Ericsson's machinery, even in its imperfect state, did actually propel the Victory at several times for some minutes, and on one occasion for *half an hour*, at the rate of six miles per hour, and the speed only decreased because the steam could not be kept up. It was therefore positively proved that it could not be the construction of the paddle-wheels, or from their great immersion that the failure took place; neither could it be from the paddle-boxes, which were never altered, and which are both unfairly described by Mr. Braithwaite.

The Victory, when deepest, never drew more than 7 feet 8 inches, which was 7 inches more than with the old engine; but this increased depth was occasioned by the weight of Messrs. Braithwaite and Ericsson's machinery being double what they had calculated it at, and promised it should be; but their calculations and their promises were, unfortunately, equally fallacious.

I would now pass from the paddle-wheels, having shown that they were not in fault, but it is a duty I owe to Mr. Robertson to state that the floats of his paddle-wheels were diagonal, and that they therefore did not lift on entering, nor depress on leaving, the water. The paddle-box *above the axis*, instead of being, as usual, circular, was indeed like a chest, in order to admit the whole paddle-wheel when raised, and then to contain it *above* the water line; but if Mr. Braithwaite means, that *below* the axis of the wheel, or below the water line, the paddle-box was of that or any other construction calculated to impede the free ingress or egress of the water, he obliges me to say that he is incorrect; the object which Mr. Robertson had in view, namely, to construct a paddle-wheel that would not either lift or depress the ship, when she was so deeply laden as to immerse the paddle-wheel to within one-sixth of its diameter, has been fully accomplished, which I can testify from actual experience, even by using Mr. Braithwaite's machinery, had as it was, which he makes out to be perfect by words and

the paddles steadily one minute for more (Victory beat her sister (old paddles) used to Dublin Steam Packet, making her passage to London with the when the new paddles's machinery, even in Victory at several times *half an hour*, at the rate decreased because the before positively proved paddle-wheels, or from place; neither could it altered, and which are

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figures, but which could never stop or "take up" the acknowledged leaks of his bad iron boilers, even with the joint assistance of "malt dust;" although in addition Mr. Ericsson actually did put in dung and potatoes. I must now bring to the recollection of Mr. Braithwaite, that on our passage to Woolwich, when he attributed the want of speed to the deep immersion of the paddle-wheels, I offered to unload the vessel so as to lighten her to her original draught, by putting her stores and provisions on board the hulk, in order to satisfy him that he was mistaken; but this he strongly objected to, undoubtedly because it might lead to my withholding the last payment.

Passing over all Mr. Braithwaite's unbecoming vituperation, I come to the 13th page, where he "particularly" adverts to what he calls each distinct charge.

First—"The machinery was execrable"—why? He says, because I told him the machinery was intended to propel a vessel constructed for war-purposes. I ask, Ought not this consideration to have induced Mr. Braithwaite to have made his machinery of the best material and workmanship, and fit for any service? Ought not a vessel, intended for "war-purposes," be able to stand every other test? But the truth is, that she was really intended for "war purposes," in order to continue important experiments which I had begun, and they would have been continued, had not Mr. Braithwaite deceived me; first, by being a month later than he promised in completing the machinery; and, secondly, by giving me a wretchedly defective engine, totally unlike that which I originally contracted for. And, with regard to expense, I have also great reason to be dissatisfied, which will be evident when I inform my readers that, taking the whole distance which the machinery actually propelled the ship, the cost was about £100 per mile! And with regard to the opinion which those who inspected it entertained, I shall simply refer to Mr. Braithwaite's own letter (which I received in Scotland) dated 8th of June, 1829, of which the following is a copy:

"In your letter of Saturday you kindly promised me to hear from you more in detail, which will give me infinite satisfaction, and enable me to defeat the stupid prejudice existing against high-pressure steam navigation, and enable me to deny the infamous assertions that have been made, the authors of which are as yet

“undiscovered. One assertion I have fortunately some clue to, “and which will enable me to recover damages for injury sustained, “as I have, or rather shall have, proof of some proprietors of “steam-vessels withholding an order for boilers, in consequence of “a party pledging himself to the inefficiency of our plan.” In short, every one that I heard express an opinion before we sailed, considered it an “utter failure;” but still I had hopes, if the boilers did “take up,” that I might obtain a speed of three miles per hour.

Secondly—“Captain Ericsson and myself are charged with gross negligence.” Here I must inform the public, that at the time Captain Ericsson was most wanted he did not appear for *six weeks*, and I was informed that he was in Holland. Does Mr. Braithwaite put into comparison the inconvenience of his passing *three* “whole nights” on board the Victory, with the anxiety and trouble which his negligence and delay in fitting the engine occasioned; not to speak of the additional expense *to me*, occasioned by his having “a great number of men at work till the Victory was ready for sea,” doing the work indeed which ought to have been completed a month before?

Thirdly—“The coupling-keys of the main shaft.” This I have explained before, and therefore have only to reiterate, that when the coupling-keys broke, the paddle-wheels were completely disengaged from the engine, and they of course stopped, although the engine continued to work. They gave way on our passage to Scotland; and the following extract of a letter from Mr. Braithwaite, dated 6th June, 1829 (after being informed by me of the circumstance) will set the subject at rest:

“I have only time to say how deeply I regret the accident, and “that you should not have been provided with spare keys; but “really one would have imagined it almost impossible they should “have given way. I have sent you four, and request you will make “me your debtor for the carriage of them. Hoping to have a “favourable report of the engines, &c.” The fact is, that the workmanship was condemned by the inspecting engineer from Portsmouth before we left the Union Dock.

Fourthly—“The external leakage of the boiler.” The leakage of the boilers was so great, at the time Messrs. Braithwaite and Ericsson left the Victory off Margate, that it took the whole of the crew to replace it by a force pump, not with *distilled*, but with *sea*

water, which, owing to the leakage, it became imperative to use. Nevertheless, the leaks never took up, but got worse and worse; and when the boilers were taken to pieces, it turned out that a great number of the rivet-holes had cracks from them to the edge of the iron; and I need only refer to the report of the engineers for further information on the subject:

"We hereby certify, That the boilers and machinery have had a fair and impartial trial, and that every thing has been done that could be to render it effective, without success. We are also of opinion, that the engines and boilers are so defective in power, and so bad in material and workmanship, that it would be a useless expenditure of fuel to persevere any longer in attempting to work them."

August 26, 1829. (Signed) ALEX. BRUNTON, 1st Engineer.

ALLAN M'INNES, 2nd Ditto.

GEO. M'DIARMID } Witnesses.
WM. THOM }

N.B.—The first engineer was a workman with Braithwaite and Co., and highly recommended, and was engaged at very high wages.

Suffice it to add, that the boilers were manufactured in the country (that is, at Birmingham), and that they were both unsound and ill-designed.

Fifthly—"The internal leakage." I can only say that the tube alluded to was never made red hot by the neglect of any one, unless it was when Mr. Braithwaite and Captain Ericsson were trying it before we sailed, nor would the effect have been as he states had that happened.

Sixthly—"Wearing of the bellows." I can only say that it was fortunate that I had plenty of leather for repairing them, although, being a new invention of the manufacturers, they were warranted not to want repair for six months; because, after we left the ship, the leather was wanted and made use of to make boots and shoes for the men, which indeed was the only good the bellows or the leather ever did us.

Seventh—"The cylinders were not of a sufficient size." On this subject I have only to remind Mr. Braithwaite, that he forgot to deduct the loss of power by the engines having the immense bellows to blow, which was at least equal to one-fourth.

Eighth—"Want of speed in the ship." The Victory, as I have

already proved, did not draw three feet more than she should have done; the increase of seven inches was occasioned by the additional weight of the machinery; and the ship having been *actually* impelled both by the former and latter engine so fast, proves that the vessel was not impeded, nor was the power of the engine absorbed by the deep immersion of the paddle-wheels, nor by the confined construction of the paddle-boxes, which were the same as when the ship was built; but the failure in speed afterwards was entirely owing to the leaky state of the boilers, and their ill-contrived plans, or deviations from the original plan.

Mr. Braithwaite represents that the expedition lately under my direction has failed; of this the public will judge; but I submit that my humble endeavours, through the intervention of Divine Providence, have been crowned with complete success. I have indeed said that, had the machinery been good, I should have advanced to a position that would have been fatal to us all. And when I call to my recollection that Mr. Braithwaite wickedly permitted me and my devoted companions to proceed on such a voyage of peril, with the *baleful* assurance that "the machinery was good, and that the boiler would 'take up,' and propel the ship five miles an hour," when he must have been aware that the whole was an *utter failure*, I am justified in exclaiming, Wonderful are the ways of DIVINE GOODNESS, who can turn such cold-hearted misdoings to his own merciful and benign purposes!

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